Technical Memorandum # 1 - Draft

TO: Junction City TSP Project Management Team

FROM: John Bosket, PE – DKS Associates
Mat Dolata – DKS Associates
Jesse Winterowd – Winterbrook Planning

DATE: July 21, 2011

SUBJECT: **Junction City TSP Update**
Background Document Review P09042-010

This memorandum includes a review of planning documents, policies, and regulations applicable to the 2010 Junction City Transportation System Plan (TSP) update. The City's current TSP will serve as the foundation for the update process, upon which new information obtained from system analysis and stakeholder input will be applied to address changing transportation needs through the year 2031. As new strategies for addressing transportation needs are proposed, compliance and coordination with the plans, policies, and regulations described herein will be required.

The following plans, studies, ordinances, administrative rules, and policies are summarized:

County & City/ Local Plans, Policies, and Ordinances

- Lane County Transportation System Plan (2004)
- Junction City Transportation System Plan (2000, updated 2008)
- Junction City OR 99 Refinement Plan (2008)
- Residential Land Needs Analysis (2010)
- Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis (2009)
- Comprehensive Plan
- Zoning Ordinances
- Roadway Design Standards
- Major Development Proposals
- Environmental Data

State Plans, Policies, and Regulations

- Oregon Transportation Plan (2006)
- Oregon Highway Plan (1999 amended 2006)

- Oregon Bicycle and Pedestrian Plan (1995)
- Oregon Public Transportation Plan (1997)
- Oregon Aviation Plan (2000)
- Oregon Rail Plan (2001)
- ODOT Rail Intercity Passenger Rail Study (2010)
- Oregon ITS Strategic Plan (1998)
- ODOT Sustainability Plan (2004 amended through 2010)
- Transportation Safety Action Plan (2004)
- Transportation Planning Rule (OAR 660-012) (Amended through 2006)
- ODOT Access Management Rules (OAR 734-051, SB 1024 and SB 264)
- ORS 366.215 Guidance Document

County & City/Local Plans, Policies, and Ordinances

Lane County Transportation System Plan (2004)

The Lane County TSP provides a framework for addressing the transportation needs of Lane County over 20 year planning horizon. The plan identifies multi-modal needs and works within the framework provided by the related state, regional and local plans. The plan was created through an extensive citizen involvement process and represents the vision and goals of the community. The purpose of the plan is to facilitate multi-modal transportation needs of County citizens with coordination between transportation system improvements and land use requirements.

The plan defines goals and policies, identifies transportation system facilities in the county and suggests recommended improvements. Recommended improvements are based on county profiles, trends, and a detailed needs assessment. Lane County projects identified in the TSP include projects from the TSP needs assessment, the 2003-2007 Lane County Capital Improvement Plan (CIP), and City TSPs. The projects identified in the 20-year TSP project list that will have an impact on the Junction City transportation system are identified below.

<u>Modernization to urban standards (2-3 lane roads with curb, gutter, sidewalk, bike lanes, and potentially turn lanes at intersections:</u>

- Pitney Lane North (UGB to High Pass Road)
- 18th Avenue East and Deal Street (OR 99E to Dane Lane)
- 18th Avenue West (OR 99W to Oaklea Drive)
- Oaklea Drive (18th Avenue to High Pass Road)
- River Road (OR 99 to Strome Lane)
- High Pass Road (OR 99 to Oaklea Drive)
- High Pass Road (Oaklea Drive to UGB)
- Prairie Road North (OR 99 to High Pass Road)
- Prairie Road South (OR 99 to UGB)

Modernization to rural standards:

- Prairie Road (UGB to Northwest Expressway)
- Meadowview Road West (OR 99 to Alvadore Road)
- Dorsey Lane (OR 36 to High Pass Road)
- Oaklea Drive (OR 99 to 18th Avenue)
- Milliron Road East (OR 99 to Prairie Road) - also includes railroad crossings modernization and access to new development

Bicycle and Pedestrian Improvements (add sidewalks, restripe for bike lanes, and potentially add turn lanes):

- 10th Avenue West (Rose Street to Oaklea Drive)
- 6th Avenue West (City Limits to Oaklea Drive)

Junction City Transportation System Plan (2000, updated 2008)

The current Junction City TSP was originally adopted in 2000 and updated, with the addition of the OR 99 Junction City Refinement Plan, in 2008. The TSP provides a plan for the development of the City's transportation infrastructure, addressing improvements to roadways, new pedestrian and bicycle facilities, improvements in public transit service, and transportation demand management strategies required to address the City's transportation needs through the year 2015 horizon. It also includes transportation goals, policies, and strategies to address the identified transportation needs and identifies current facilities, future needs, and recommended projects for pedestrian, bicycle, transit, and motor vehicle modes. Key elements of the TSP include:

- Goals and policies
- Functional classification of roadways
- Financing plan
- Planned transportation improvement projects

This TSP update will review all elements of the current TSP and update goals, policies, standards, and projects as needed.

Junction City OR 99 Refinement Plan (2008)

The OR 99 Junction City Refinement Plan was implemented as part of the Junction City TSP in 2008. The Refinement Plan identifies how best to preserve the function of OR 99 through Junction City. The Plan identifies suggested improvements to OR 99 and the surrounding local transportation system to meet identified needs through the 2024 horizon. The preferred alternative selected for OR 99 was a couplet between Ivy Street (OR 99) southbound and Holly Street northbound. Components of the Refinement Plan include:

- Access Management Plan
- Implementation Phasing Plan
- Funding Analysis

While the Refinement Plan provides a solution set for transportation along the OR 99 corridor, the sufficiency of the preferred alternative will be reevaluated through the TSP update to ensure it will continue to meet the City's needs in light of recent comprehensive plan amendments and an extension of the planning horizon to the year 2035.

Residential Land Needs Analysis (2010)

The Residential Land Needs Analysis is a series of memorandums describing the housing and residential land needs in Junction City through 2030. The memorandums describe:

- Methodology for residential land needs analysis
- Results of the residential land needs analysis
- Housing need calculations

The housing need calculations provide the technical analysis needed to update the housing element of the Junction City Comprehensive Plan and determine if there is enough residential land available within the Urban Growth Boundary (UGB) to meet needs identified through 2030. The population is expected to increase by 97% (6,749 people) from 2010 to 2030, based on the Lane County coordinated population forecast. Using 'safe harbor' housing assumptions and information about expected developments, the projected population increase is converted to an estimated increased housing need of 1,686 residential units and 241 net acres for residential land needs by 2030. The land needs analysis identifies 213 acres of vacant buildable lands available for residential development, not including redevelopment potential.

These forecasts provide the City with valuable information to aid in shaping the community and in providing a range of housing options. The TSP update will utilize the Residential Land Analysis to develop land use projections and future forecasts of transportation needs.

Commercial and Industrial Buildable Lands Inventory and Economic Opportunities Analysis (2009)

The 2009 Junction City Buildable Lands Inventory (BLI) and Economic Opportunities Analysis (EOA) provide a vision for economic development in Junction City. The BLI and EOA together seek to take advantage of economic opportunities while maintaining consistency with State and Local planning goals and policies. The BLI identifies available land for commercial and industrial land uses through the 20 year planning horizon. A total of 251 acres was identified as suitable for commercial and industrial development. Junction City's employment is expected to grow by 96% (3,345 jobs) between 2009 and 2029. This employment need is estimated to require 83 acres of total land need in addition to over 300 acres identified for government uses (including wastewater treatment plant expansion and the development of the State Prison and Hospital.) Potential locations are identified for economic development opportunities. The ECO concludes that Junction City will need to explore strategies to provide enough commercial land within the existing UGB to accommodate expected growth through 2029, including downtown redevelopment and potential UGB expansion.

The BLI and ECO provide the City with valuable information to aid in development of economic goals and policies to assist in shaping the community by attracting desirable commercial and industrial businesses. The TSP update will utilize the growth projections identified and consider the identified development goals in developing goals, policies, and projects in Junction City.

Comprehensive Plan

The following summarizes the sections of the Junction City Comprehensive Plan that are notable to the TSP update.

Chapter 3: Land Use Element
This element was updated in 2009 and:

- Describes the relationships that exist among Junction City's Comprehensive Plan land use designations and implementing zoning districts;
- Explains the relationships among the Junction City Comprehensive Plan, adopted functional plans, background documents to the Comprehensive Plan, and implementing land use regulations; and
- Sets forth annexation policies.

Chapter 3, when describing the relationships between land use documents, references a "draft" TSP.

Chapter 5: Energy Conservation Element
Chapter 5 references transportation infrastructure as an important factor in energy concerns, but does not specifically relate to TSP elements.

Chapter 6: Transportation Element
Chapter 6 was last updated in 2000 and the Goals and Policies in this Chapter are nearly entirely taken from the "Mission, Goals, and Policies" chapter of the 2000 TSP. Chapter 6 includes policies related to:

- Plan Context and Implementation
- Protection of Transportation Facilities
- Functional Classification of Streets
- Layout and Design of Streets, Bikeways, and Sidewalks/Walkways
- Maintenance
- Parking
- Coordinated Review
- Highway 99

The Sidewalks and Streets project list in this Chapter summarizes project list tables found in the 2000 TSP. These include:

- Proposed Bicycle System Improvements
- Other Bike System Projects

- Pedestrian System Improvements
- Transit Projects

CPR Amendments
The Customized Periodic Review (CPR) amendment package modifying the Comprehensive Plan includes:

- UGB amendments related to employment needs in EOA
    - Adopted industrial expansion (50 acres of southeast expansion)
    - Adopted expansion for State Prison and Hospital (165 acres southeast)
    - Adopted wastewater facility expansion (80 acres, west)
    - Commercial expansion (in progress). Preliminary commercial needs indicate an expansion of 62 acres. Alternatives under discussion include:
        - Slightly over 30 acres in the north "Y" area;
        - 16 acres south of Milliron Road;
        - 45 acres along the west side of Highway 99;
        - Approximately 230 acres south of High Pass Road.
- UGB amendments related to residential needs (in progress). Preliminary residential land need results indicate a need for about 88 acres of primarily low and medium density residential lands.

ODOT requirements for the CPR amendments include a TIS upon zone change for any areas included within the UGB.

Zoning Ordinances

The following summarizes the sections of the Junction City Zoning Ordinances that are notable to the TSP update.

Ordinance No. 950 Zoning Regulations
Elements related to transportation planning include:

- Transportation-related definitions,
- Development application submittal requirements,
- Parking and access requirements including landscaping and location,
- Standards for Delivery and Loading and Drive-Through Facilities,
- Review criteria and conditions of approval,
- Off street parking requirements, performance standards for truck access,
- Site Development and Review Procedures, and
- Vision clearance.

Transportation-related references were found in the following sections:

<u>Introduction and Definitions</u>
Section 2. Definitions
(2) Alley. A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting on another street.

(3) Bicycle Facilities. A general term denoting improvements and provisions made to accommodate or encourage bicycling, including parking facilities and all bikeways.
(4) Bikeway. Any road, path, or way this is in some manner specifically open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are shared with other transportation modes. The five types of bikewayes are:
(a) Multi-use Path. A paved 10 to 12-foot wide way this is physically separated from motorized vehicular traffic; typically shared with pedestrians, skaters, and other non-motorized users.
(b) Multi-use Path Bike Lane. A 4 to 6-foot wide portion of the roadway that has been designated by permanent striping and pavement markings for the exclusive use of bicycles.
(c) Shoulder Bikeway. The paved should of a roadway that is 4 feet or wider; typically shared with pedestrians in rural areas.
(d) Shared Roadway. A travel lane that is shared by bicyclists and motor vehicles.
(e) Multi-use Trail. An unpaved path that accommodates all-terrain bicycles; typically shared with pedestrians.
(23) Garage, Public. A building other than a private garage used for the care and repair of motor vehicles where such vehicles are owned or used or stored for compensation, hire, or sale.
(50) Parking Space. A rectangle not less than 20 feet long and 9 feet wide.
(51) Parking Space, Handicapped. A rectangle not less than 20 feet long and 9 feet wide with 6 foot access isle which is part of the access route to the building.
(52) Pedestrian Facilities. A general term denoting improvements and provisions made to accommodate or encourage walking, including sidewalks, accessways, crosswalks, ramps, paths, and trials.
(66) Street. Any vehicular way which is an existing state, county or municipal roadway and is shown on a plat duly filed and recorded in the office of the county recording officer; and includes the land between the street lines, whether improved or unimproved.
(67) Street, Collector. A street which collects traffic from local streets and connects with minor and major arterials.
(68) Street, Cul-de-sac. A street with a single common ingress and egress and with a turnaround at the end.
(69) Street, Local. A street designed to provide vehicular access to abutting property and to discourage through traffic.
(70) Street, Arterial. A street with signals at important intersections and stop signs on the side streets, and which collects and distributes traffic to and from collector streets. [See Appendix E, Diagram 1]
(76) Vision Clearance Area. A triangular area on a lot at the intersection of two streets or a street and an alley, driveway, other point of vehicular access or railroad, two sides of which are lot lines measured from the corner intersection of the curb lines to a distance specified in these regulations [(Section 89)]. The third side of the triangle is a line across the corner of the lot adjoining the ends of the other two sides. Where the curb lines at intersections have rounded corners, the lot lines will be extended in a straight line to a point of intersection [refer to illustration in Appendix E of this ordinance]. The vision clearance area contains no plantings, walls, structures, or temporary or permanent

obstructions exceeding three and one-half feet [or lower than 8 feet] in height measured from the grade of the street centerline.
[Sub§ (70) amended by Ordinance No. 1037, passed August 12, 1997.]

Public Lands
Section 6. Public Lands (PL).
(1) Purpose. The purpose of the public lands zone is to identify and protect public facilities which serve a community educational, recreational, social service or governmental function including:

(a) Public schools.

(b) Public nonprofit social service, community or recreational facilities.

(c) Governmental structures such as City offices, fire station, library, post office and public parks.

(d) Public utilities including wells, water storage tanks, sanitary sewer pump stations, and power substations.

(e) Other similar uses deemed appropriate by Planning Commission.

Central Commercial C2
Section 34. Uses Permitted Outright. In a C2 zone, only the following uses and their accessory uses are permitted outright:
(11) Bus station.

Section 34A. Development Review (3) Development review information. An application for development review shall include a proposed site plan on a page size of 11 inches x 17 inches or larger, containing the following information if applicable, and other similar information as deemed necessary by the city administrator or designee:
5. The location and dimensions of all existing and proposed structures, utilities, street lighting, pavement and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan, including dimensions necessary to calculate commercial floor area, if applicable.
7. Location and dimensions of all proposed public and private streets, drives, rights-of-way, alleys, and easements.
8. Location and dimension of entrances and exits to the site for vehicular and pedestrian access, including pedestrian circulation routes, and location and dimensions of vehicular and bicycle parking areas, if applicable.

Section 39A. Design Standards. In the C2 zone, the following design standards shall apply. Applicants proposing construction or major exterior renovation of structures in the C2 zone will be required to comply with the following standards and shall be subject to site review as part of the development application process.
(4) Parking and Access. The following requirements for parking in the C2 zone should minimize visual impacts on the downtown area. The use of paving and landscaping materials that require less maintenance and are longer lasting are encouraged.
1. Parking area location. Off-street parking shall be located to the rear or side of the building. On corner lots, the parking may not be located adjacent to the street corner. Use of a corner lot for parking is discouraged.

2. Parking area landscaping. Provided that minimum parking requirements are met, all parking lots shall include landscaping of not less than 7 percent of the area devoted to outdoor parking facilities. Drought tolerant, low-water requiring or native landscaping materials are strongly encouraged. Said landscaping shall be provided with underground irrigation and protective curbs or raised wood headers. If minimum parking requirements cannot be met, the highest percentage possible of landscaping shall be required, subject to Planning Commission approval.
(i) A parking area located adjacent to a road right-of-way shall be buffered by a five-foot landscaped strip between the parking lot and road right-of-way and must include at least one deciduous street tree every 30 feet.
(ii) For a corner lot with four or more off-street parking spaces as required under this code, then off-street parking adjacent to a public street shall provide a minimum of four square feet of landscaping for each lineal foot of street frontage along that street. Such landscaping shall consist of landscaped berms or shrubbery at least two feet in height, which shall be parallel to and adjacent to the street frontage as much as practical. Additionally, one tree, which will provide a canopy of at least three hundred square feet upon maturity, shall be provided for each 50 lineal feet (or fraction thereof) of street frontage along that street.
3. Bicycle parking. Bicycle parking shall be in accordance with the Junction City Transportation System Plan. If the bicycle parking requirement cannot be met due to site constraints, the bicycle parking may be located elsewhere in the C2 zone in a location to be determined by the Planning Commission.
4. Alley paving. In conjunction with a building permit or with a change in use that will take access paved off-street parking from the alley, the developer shall pave the entire alley. This requirement may be waived by the Planning Commission if adjacent to residential development. Subsequent development or change of use will be subject to a latecomer's fee per Ordinance 1001 to reimburse the development cost for the portion of the alley not adjacent to the original development.

General Commercial GC

Section 40. Uses Permitted Outright. In a GC zone, only the following uses and their accessory uses are permitted outright:..

Section 44A. Parking. In a GC zone, parking lots shall comply with the following standards:
1. Off street vehicle parking must comply with the landscaping, size, and pedestrian circulation standards specified in Sections 78-80.
2. Parking lot siting guideline: To minimize the visual impact of parking areas, new commercial developments shall site off-street parking lots to the rear or side of the building where site size and configuration permit.
[§44A added by Ordinance No. 1116, passed June 24, 2003.]

*Section 44B. Building Entries***.** In a GC zone, new commercial buildings shall comply with the following building entry standards:
(1) All commercial buildings must provide at least one customer entrance within 50 feet of an adjacent public sidewalk. Pedestrian access from the public sidewalk to the building

entrance shall be provided and must be separated, raised, or protected from vehicular traffic and provide access for disabled persons in a manner that complies with applicable state and federal law. This standard does not apply to mini-storage, automobile paint shop, or car wash uses (see Appendix E, Diagram 12).
[§44B added by Ordinance No. 1116, passed June 24, 2003; and amended by Ordinance No. 1178, passed October 9, 2007.]

Section 44F. Delivery and Loading Facilities. In a GC zone, new commercial buildings shall comply with the following delivery and loading facility standards:
(1) Delivery and loading facilities are not permitted in required setback areas.
(2) All loading spaces for commercial buildings and uses shall be off the street, shall be in addition to required off-street spaces, and shall be served by service drives and maneuvering areas within a street, other than an alley, will be required.
[§44F added by Ordinance No. 1116, passed June 24, 2003.]

Section 44G. Drive-through Facilities. Drive-through facilities (e.g., associated with restaurants, banks, and similar uses) shall conform to the following standard:
(1) A stacking lane a minimum of 80 feet in length shall be provided for cars waiting to access a drive-through window. The stacking lane must be contained entirely on private property between the public right-of-way and the drive-through window and shall not interfere with vehicle parking or circulation.
[§44G added by Ordinance No. 1116, passed June 24, 2003.]

Light Industrial M1/ Heavy Industrial M2
Section 51. Uses Permitted Outright. In a M1 zone, only the following uses and their accessory uses are permitted outright:..
(4) Freight depot.
(15) Railroad tracks and related facilities.

Section 53. Limitations on Use. In a M1 zone, the following conditions and limitations shall apply:…
(4) Points of access from a public street to properties in a M1 zone shall be so located as to minimize traffic congestion and avoid directing traffic into residential streets.

Section 59. Limitations on Use. In a M2 zone, the following conditions and limitations shall apply:…
(4) Points of access from a public street to properties in a M1 zone shall be so located as to minimize traffic congestion and avoid directing traffic into residential streets.

Professional-Technical District PT
Section 65. Conceptual Development Plan
(1) Required elements of the CDP. …
Application for the initial CDP shall include the following information:
(a) Major vehicle and pedestrian access and circulation routes; including access points onto adjacent arterial and collector streets and truck routes;
(3) CDP Review Criteria:

(a) The proposed development plan is consistent with standards, plans, policies and ordinances of the city, including the comprehensive plan.
(b) The proposed development is of general design character (including but not limited to anticipated building design, type, location, bulk, height, location, and distribution of landscaped area, parking, roads, and access) which will not create problems for the appropriate development of abutting properties and the surrounding area.
(d) Proposed buildings, roads, and other uses will be designated and sited to ensure preservation of significant on-site vegetation, topographic features, and other unique or worthwhile natural features so as to prevent soil erosion or flood hazard.
(e) There will be adequate on-site provisions for public and private utility services, emergency vehicular access, and public transportation facilities, if on existing or proposed transit routes.
(4) Changes to CDP. It is the policy of the City that during the site development review process there shall be sufficient administrative flexibility to permit modification of the CDP approved by the Planning Commission. Administrative approval of modifications of the CDP shall be limited to:…
(c) The major realignment of interior streets when points of ingress and egress to Oaklea Drive or High Pass Road are not altered.
(d) Alteration of accessory features, such as landscaped areas and parking areas, to the same percentage as any reduction or expansion.
Section 66. Siting Conditions...
(4) Off Street Parking.
(a) The number of required parking spaces shall be determined based upon standards for similar uses as described in Sections 78 through 80. The following specific off-street parking standards shall apply:

USE CATEGORY	NUMBER OF SPACES
Manufacturing/Assembly	1 space for each 500 square feet of gross floor area
Warehousing	1 space for each 1000 square feet of gross floor area
Office	1 space for each 300 square feet of gross floor area

(b) Exception: Parking spaces may be reduced on a one-for-one basis when the number of spaces required is more than the number of employees on the busiest shift, provided that a landscaped area equal to the total number of spaces reduced shall be held in reserve for future use.
(c) All parking lots shall be screened from public rights-of-way by shrubs at least 3 feet tall at maturity. Shrubs in the vision clearance areas shall not exceed 2 feet in height. Other landscaping features required in Sections 78 through 80 also apply to the Professional Technical district.
(d) Truck parking areas shall be prohibited in all front and street-side yards, and shall be screened from view of adjacent parcels and public rights-of-way.
(8) Performance Standards…
(e) Truck access. Trucks transporting materials to and from the professional technical area shall only use the following major arterials to access the site: Highway 99, High Pass/1st Avenue, 18th Avenue, and Oaklea Drive. Truck traffic should not be routed on 6th and 10th Avenues.

Section 67. Site Development and Review Procedures.
(2) Policy. It is the policy of the city that during the site review process there shall be sufficient administrative flexibility to permit modification of the preliminary site plan approved during the annexation process. Modifications of the preliminary site plan shall be limited to:…
(c) The major realignment of interior streets when points of ingress and egress to Oaklea Drive or High Pass Road are not altered.
(d) Alteration of accessory features, such as landscaped areas and parking areas, to the same percentage as any reduction or expansion.
(3) Information required for application for site development and review...
(d) Location of all parking lots, space site and number of spaces.
(e) Location of all interior streets designated by curb lines with sufficient curb elevations for evaluation of design.
(f) Location and size of all access points to county streets or roads.
(k) The approximate location and width of all existing and proposed easements for public and private utilities and the size of such utilities.
(4) The city staff shall conduct the site development review as a prerequisite for issuance of a building permit. An applicant for site development review may apply for a building permit at the same time as site development review approval is requested. Other processes, such as annexation and partitioning must be completed prior to submittal of the site development for review.
(a) Site Development Review Criteria.
i. The proposed development is consistent with standards, plans, policies and ordinances of the City, including the comprehensive plan and the approved CDP for the PT area.
ii. The proposed development is of general design character (including but not limited to anticipated building design, type, location, bulk, and height; location and distribution of landscaped area; parking, roads, and access) which will not create problems for the appropriate development of abutting properties and the surrounding area.
iii. The proposed development will create an attractive, safe, efficient and stable internal environment.
iv. Proposed buildings, roads, and other uses will be designed and sited to ensure preservation of significant on-site vegetation, topographic features, and other unique or worthwhile natural features so as to prevent soil erosion or flood hazard.
v. There will be adequate on-site provisions for public and private utility services, emergency vehicular access, and public transportation facilities if on existing or proposed transit routes.

<u>Planned Unit Development (PUD)</u>
Section 70. General Requirements. The following general requirements will apply to Planned Unit Developments:
(2) As a condition of approval of a Planned Unit Development, the Planning Commission may require the following:
(e) Streets be designed and constructed according to City standards and dedicated to the City.

(3) Whenever a Planned Unit Development is subject to the City's subdivision ordinance, the procedures and regulations of the subdivision ordinance shall apply.

Section 73. Preliminary Approval (Stage 2).

(1) The applicant shall submit to the Planning Commission four copies of the preliminary plan map for the proposed Planned Unit Development. The plan map shall show the following information:

(c) Existing streets, buildings, watercourses, tree masses, sanitary and storm sewers, water mains, culverts and other existing underground facilities.

(i) Location and size of all proposed streets, buildings, sanitary sewer or other sewage disposal facilities, water mains, storm water facilities, sidewalks, parks, open spaces and signs.

(2) A preliminary plan program or outline of the following shall accompany the preliminary plan map:

(a) Proposed ownership and maintenance of streets.

(g) Plans or written statements regarding grades of proposed streets, width and type of pavement, type of sanitary sewer or other sewage disposal facilities and any grading plans.

(3) Upon receiving the preliminary plan map and program, the Planning Commission shall review the proposed Planned Unit Development and shall seek to determine that all of the following conditions are met:

(a) The Planned Unit Development will be consistent with the Comprehensive Plan of the City. Specifically, this includes:

(3) Indication that the streets required off-site are provided already, or planned and funded by appropriate city or county agencies. Sufficient access will be required to meet vehicular movement and storage generated by the proposed development. Continuity with future streets in adjoining developments and dedication of sufficient arterial street right-of-way for the proposed development and other developments generally anticipated in the capital facilities plan.

Section 74. Final Approval (Stage 3).

(2) The final plan map and final plan program shall include all information included in the preliminary plan map and program.

Section 75. Changes and Modifications.

(1) Major changes in the final plan map and final plan program from the preliminary plan map and program shall be considered the same as a new application and shall follow the procedures specified in Section 70.

(2) Minor changes in the final plan map and final plan program may be approved by the City staff:

(a) Minor changes may include minor shifting of the location of proposed streets, public or private ways, utility easements, parks or other open spaces. Such minor changes shall not increase the density, boundary lines, use, location or amount of land devoted to specific land uses.

<u>Off Street Parking & Loading</u>

See Ordinance No. 950 Off Street Parking & Loading section below.

Supplemental Provisions

Section 84. Maintenance of Minimum Ordinance Requirements. No lot area, yard or other open space or required off-street parking or loading area existing on or after the effective date of this ordinance shall be reduced in area, dimension or size below the minimum required by this ordinance, nor shall any lot area, yard or other open space or off-street parking or loading area which is required by this ordinance for one use be used as the lot area, yard or other open space or off-street parking or loading area requirements for any other use, except as provided in Section 80, Subsection (4).

Section 88. Access. All lots shall abut a street other than an alley for a width of at least 35 feet[, except as provided in the subdivision ordinance (Ordinance 809) for flag/panhandle lots in the R1 and R2 zones].

Section 89. Vision Clearance. The vision clearance area contains no plantings, walls, structures, or temporary or permanent obstructions exceeding three and one-half feet or lower than 8 feet in height measured from the grade of the street centerline. Vision clearance shall be provided from the outside edge of the curb as shown in Appendix E, Diagram 1, or from the edge of the paved road where no curbs exist with the following distance(s) establishing the size of the vision clearance area:
(1) In a residential zone the minimum distance shall be 30 feet at street intersections and 10 feet for an alley or driveway.
(2) In all other zones, except the C2, the minimum distance shall be 15 feet at street intersections including an alley or service drive; except that when the angle of intersection between streets is less than 30 degrees, the distance shall be 25 feet.

Conditional Uses

Section 97. Authorization to Grant or Deny Conditional Uses. Conditional uses are those uses which may be appropriate, desirable, convenient or necessary in the district in which they are allowed, but which by reason of their height or bulk or the creation of traffic hazards or parking problems or other adverse conditions may be injurious to the public safety, welfare, comfort and convenience unless appropriate conditions are imposed...
In permitting a conditional use, the City may impose, in addition to those standards and requirements expressly specified by this ordinance, any additional conditions which the City considers necessary to protect the best interests of the surrounding property or the City as a whole. These conditions may include, but are not limited to, increasing height of buildings; controlling the location and number of vehicle access points; increasing the street width; increasing the number of off-street parking and loading spaces required; limiting the number, size and location of signs; requiring screening and landscaping to protect adjacent property; and recording such conditions on the property with the County Clerk.

Section 102. Standards Governing Conditional Uses. A conditional use shall comply with the standards of the zone in which it is located except as these standards may have been modified in authorizing the conditional use or as otherwise provided as follows:…
(2) Limitation on Access to Property and on Openings to Buildings. The City may limit or prohibit vehicle access from a conditional use to a residential street, and it may limit building openings within 50 feet of a residential property in an agricultural or residential zone if the openings will cause glare or excessive noise or will otherwise adversely affect adjacent residential property.

Appendix A Mobile Home Park Standards
*Access***.** Manufactured dwelling parks shall abut and have direct access to a public street. No individual space within the manufactured dwelling park shall have direct access to a public street outside the park boundaries.
*Streets***.** All streets within the manufactured dwelling park shall be constructed to City street standards for paving, gutters, and sidewalks unless otherwise approved by the planning commission.
Walkways. Walkways within the manufactured dwelling park shall provide safe, reasonably direct, connections between dwelling units and parking areas, recreational facilities, storage areas, and common areas. All walkways must be separated, raised, or protected from vehicular traffic and provide access for disabled persons in a manner that complies with applicable state and federal law.

Appendix F Temporary Use Permits
(4) Conditions.
(a) Reasonable conditions may be imposed in connection with the temporary permit as necessary to meet the purposes of this section. Guarantees and evidence may be required that such conditions will be or are being complied with. Such conditions may include, but are not limited to, requiring:

- Special yards and spaces
- Surfacing of parking areas
- Street and road dedications and improvements
- Control of points of vehicular ingress and egress
- Special provisions on signs
- Landscaping and maintenance thereof
- Maintenance of grounds
- Control of noise, vibration, odors or other similar nuisances
- Limitation of time for certain activities
- A time period within which the proposed use shall be developed
- A limit on total duration of use

Appendix H Access management
See Ordinance No. 950 Access Management section below.

Ordinance No. 950 Off Street Parking and Loading
This Chapter has three sections: Section 78, Off-Street Parking; Section 79, Off-Street Loading; and Section 80, General Provisions--Off-Street Parking and Loading.

Section 78 establishes the number of required off-street parking spaces per land use, exceptions to off-street parking requirements, elimination of parking spaces, measurement of required parking spaces and number of required bicycle parking facilities. Section 79 briefly deals with off-street loading requirements. The supplemental provisions in Section 80 deal with:

- Submission of Parking Plans and Changes of Uses.
- Requirements for buildings and uses not specifically listed,
- Multiple Uses in Structure or on Parcel,
- Agreements for Joint Use,
- Distance of Parking from Use,
- Parking Space Usage,
- Visual Clearance and Safety Hazards,
- Design Requirements, and
- Proposed Gravel Parking Lots.

Ordinance No. 950 Appendix H Access Management
This Appendix H is an appendix to Ordinance No. 950 and applies to all public streets under Junction City jurisdiction and to all properties that abut these roadways. The State and County maintain their own regulations related to access to their facilities. This Appendix implements the access management policies of Junction City as set forth in the Transportation System Plan. It serves to further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land. This Appendix deals with:

- Requests for new accesses or modified access,
- Construction,
- Corner Clearance,
- Joint and Cross Access,
- Requirements for Phased Development Plans,
- Nonconforming Access Features,
- Reverse/dual Frontage,
- Site Plan Review Procedures for Access Management, and
- Variance Standards.

Ordinance No. 809 Subdivision Ordinance
This ordinance deals with land divisions. It has a list of definitions at the beginning, some of which relate to transportation planning. It deals with the minor partition procedure, subdivisions and major partitions, platting and mapping standards, improvements, modification of provisions, appeals, and other administrative/legal procedures.
Section 5, Platting and Mapping Standards contains transportation-related standards:

- Street Dedication
- Street Width
- Table 1: Street Standards
- Reserve Strips
- Intersection of Streets
- Topography
- Future Extension of Streets
- Cul-de-sacs
- Street Names
- Grades and Curves
- Access Management (Shared Access, Connectivity)
- Alley Standards
- Block Standards related to Connectivity
- Railroad Crossings

Section 6, Improvements, contains transportation improvement requirements related to:

- Streets and Alleys
- Sidewalks
- Pedestrian Ways

While not acknowledged by these sections, design standards for County and ODOT facilities must be applied to their respective facilities.

Ordinance No. 944 Development Standards
This ordinance governs the development of property or structures that are exempt from the subdivision requirements or are developed within subdivided property. Section 5 of this ordinance contains development requirements dealing with:

- Construction of sidewalks
- Pedestrian Access and Circulation
- Building orientation
- Location of off-street parking
- Connection to existing /planned facilities or systems
- ADA requirements
- Dedications/easements
- Traffic impact study/traffic counts.

While not acknowledged, design standards for County and ODOT facilities must be applied to their respective facilities.

Roadway Design Standards

Roadway design standards are identified to guide private development for design of public streets, establish requirements and standards for street classifications, and ensure roadways can handle the traffic needs with expected maintenance through the roadway's design life. The following table summarizes the design characteristics for improvements to Junction City roadways:

Characteristics	Arterial	Major Collector	Minor Collector	Industrial Street	Local/ Residential Street
Curb-to-curb	44-52 ft.	40-46 ft.	36-46 ft.	38 ft. or more	36 ft.
Right-of-way	66-120 ft.	60-80 ft.	60-80 ft.	60 ft. or more	50-60 ft.
Travel Lane	12 ft.	10-11 ft.	10-11 ft.	-	9-10 ft.
Turning Lane	14 ft. Optional	NA	NA	-	NA
Bike Lane	6 ft. Required	5-6 ft. Required	5-6 ft. Optional	5-6 ft. Optional	5-6 ft. Optional
Sidewalk	6.5 ft.	5.5 ft.	5.5 ft.	-	5.5 ft.
Parking Lane	8 ft. Optional	7 ft. Optional	7-8 ft. Optional	-	7-8 ft. Optional
Minimum AC Pavement Thickness	4 in.	4 in.	4 in.	4 in.	3.5 in
Minimum Horizontal Curve Radius	300 ft.	200 ft.	200 ft.	250 ft.	100-200 ft.
Maximum Grade	6%	10%	10%	12%	12%

The City has also identified additional standards including bicycle parking, driveways, curbs, gutters, lighting, signing and intersection design. Additional considerations may be required for State Highways, railroad intersections, employment entrances, signalized intersections, bridges, and culverts.

Through this TSP update process, the City's roadway design standards will be compared to "best practices", with suggested revisions being offered where applicable.

Major Development Plans

As Junction City continues to grow, developments will need to be effectively integrated into the city's transportation network to accommodate the changing travel patterns in the area without adverse impacts on the community. As these developments would produce additional trips on the transportation system that cannot be captured in data collected today, the anticipated generated trips from these developments will be incorporated into future traffic volume projections.

The *Junction City State Hospital/Correctional Facility Traffic Impact Analysis* is a 2009 study that updates the 2002 *Junction City Correctional Facility Traffic Impact Analysis* with revised development assumptions including development of the State Hospital on the proposed project site, located between Milliron Road, Meadowview Road, Prairie Road, and OR 99. The study identifies mitigations for operational performance at intersections of OR 99 at Milliron Road and at Meadowview Road, as well as additional project mitigations to provide safe site access.

In addition to the State Hospital/Correctional Facility site, residential developments have been proposed south of 18th Avenue and west of Rose Street as well as north of 10th Avenue and west of Oaklea Avenue. The TSP update will consider these potential developments and any resulting changes to the roadway network in all relevant analyses.

Environmental Inventories

Natural resources, scenic and historic areas, and open spaces in Junction City must be considered when developing transportation plans. The goal would be to avoid impacting such areas, or at least to minimize impacts and understand the potential consequences of plan actions. The following sources provide information regarding these types of resources. Each has been obtained and reviewed and will be considered as projects are developed and evaluated.

- *Junction City Wetlands Inventory* – A map of wetlands depicts the location of rivers, streams, wetland areas and water infrastructure facilities in and around Junction City. Any adverse transportation related impacts that may compromise the water quality or wetland resources in Junction City will be identified in the TSP Update.
- *Junction City Parks Map* – This map identifies the location of existing and planned parks and schools in Junction City. Public access, vegetation, and scenic views should be considered when planning new developments or transportation infrastructure that could potentially affect parks or schools.
- *Historical Sites Map* – This map identifies locations of cultural or historical significance within Junction City, based on the State Historic Preservation Office (SHPO) historic sites database. Any related transportation plans will include consideration for these locations.

State Plans, Policies, and Regulations

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) was adopted by the Oregon Transportation Commission (OTC) in 2006. The OTP is a comprehensive plan that addresses the future transportation needs of the State of Oregon through the year 2030. It considers all modes of transportation, including airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation, and railroads.

Seven goals with associated policies and strategies are provided in the plan to address the core challenges and opportunities facing transportation in Oregon. The seven goals are:

- Goal 1 – Mobility and Accessibility
- Goal 2 – Management of the System
- Goal 3 – Economic Vitality
- Goal 4 – Sustainability
- Goal 5 – Safety and Security
- Goal 6 – Funding the Transportation System
- Goal 7 – Coordination, Communication and Cooperation

There are also six key initiatives identified to reflect the desired direction of the plan and to frame the plan implementation. These initiatives are:

- Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a triage method for investing available funds.
- Optimize system capacity and safety through information technology and other methods.
- Integrate transportation, land use, economic development and the environment.
- Integrate the transportation system across jurisdictions, ownerships and modes.
- Create a sustainable funding plan for Oregon transportation.
- Invest strategically in capacity enhancements.

The TSP update will be developed to be consistent with the goals and policies of the OTP. It will emphasize, as the updated OTP has, maintaining and building upon existing investments and using system management, technology, and transportation options to maximize the existing state highway system through the city.

The OTP is the overarching policy document for the state transportation system plan. The primary function of the OTP is to establish goals, policies, strategies and initiatives. The OTP policy and investment strategies are translated into modal plans in order to implement the statewide multimodal priorities. Together with these mode-specific plans and other topical plans, the OTP forms the states long-range multimodal transportation system plan.

Oregon Highway Plan (1999 amended 2006)

The Oregon Highway Plan (OHP) was created in 1999 and reaffirmed as a modal element of the 2006 OTP. The OHP defines policies and investment strategies for Oregon's state highway system. The plan contains three elements: a vision element that describes the broad goal for how the highway system should look in 20 years; a policy element that contains goals, policies, and actions to be followed by state, regional, and local jurisdictions; and a system element that includes an analysis of needs, revenues, and performance measures.

The OHP addresses the following issues:

- Efficient management of the system to increase safety, preserve the system, and extend its capacity
- Increased partnerships, particularly with regional and local governments
- Links between land use and transportation
- Access management
- Links with other transportation modes
- Environmental and scenic resources

The policy element contains several policies and actions that are relevant to the Junction City TSP, described in the following subsections.

Under Goal 1: System Definition, the following policies are applicable:

Policy 1A (State Highway Classification System)

Action 1A.1 categorizes state highways for planning and management decisions.

- Under this policy, the Albany-Junction City Highway (OR 99E) and Pacific Highway West (OR 99 and OR 99W) are each classified as Regional Highways. A Regional Highway provides connections to regionally significant economic or activity centers or Statewide or Interstate Highways within Oregon. The management objective is for safe and efficient, high-speed, continuous-flow operation in urban or urbanizing areas as well as serving land uses in the highway vicinity (see also Policy 1C for freight considerations).
- The Mapleton-Junction City Highway (OR 36) is classified as a District Highway, which provides county-wide connections between small urbanized areas, urban hubs, and rural centers. District Highways serve local access and function as arterials or collectors for cities and counties.

The TSP will support the existing highway classifications and will enhance the ability of OR 99, OR 99E, OR 99W, and OR 36, to serve in their defined functions.

Policy 1B (Land Use and Transportation)

Policy 1B, recognizes the need for coordination between state and local jurisdictions. Action 1B.7 gives special highway segment designations for specific types of land use patterns to foster compact development. The three segment designations available are Special Transportation Area, Commercial Center, and Urban Business Area. Junction

City has not chosen to pursue any special designations for state highways under Policy 1B in the past.

Policy 1C (State Highway Freight System)

Policy 1C addresses the need to balance the movement of goods and services with other uses. In addition, Action 1C.4 states that the timeliness of freight movements should be considered when developing and implementing plans and projects on freight routes. The OHP designates Pacific Highway West (OR 99 and OR 99W in Junction City) as a designated freight route.

Policy 1F (Highway Mobility Standards)

Policy 1F sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system. Action 1F.1 requires that highways operate at a certain level of mobility, depending on their location and classification. Part of this action also requires that freeway interchanges be managed to maintain safe and efficient operation of the freeway through the interchange area.

The OHP directs the maximum volume to capacity (v/c) ratio for Regional and District highways to vary depending on the posted speed limit and location inside or outside of an Urban Growth Boundary (UGB). Most highway sections within the city are under 35 mph. For unsignalized intersections, the standard is applied for the v/c ratio at the minor street approaches.

ODOT Mobility Standards[a] Applicable through Junction City

Highway Category	Inside UGB			Outside UGB
	≤35 mph posted speed	*>35 mph posted speed*	*≥45 mph posted speed*	*Rural Lands*
Regional Highway	0.85	0.80	0.75	0.70
District Highway	0.90	0.85	0.80	0.75

[a] ODOT operating standards obtained from July 2006 version of Table 6.

Policy 1G (Major Improvements)

Policy 1G requires maintaining performance and improving safety by improving efficiency and management before adding capacity. Action 1G.1 directs agencies to make the fewest number of structural changes to a roadway system to address its identified needs and deficiencies through the 20-year planning horizon, and to protect the existing highway system before adding new facilities to it. The action ranks four priorities of projects, as follows:

1. Preserving the functionality of the existing system
2. Making minor improvements to improve the efficiency and capacity of the existing system
3. Adding capacity to the existing system
4. Building new transportation facilities.

The intent of Action 1G.2 is to ensure that major improvement projects to state highway facilities have been through a planning process that involves coordination between state, regional, and local stakeholders and the public, and that there is substantial support for the proposed improvement.

Under Goal 2: System Management, the following policies are applicable:

Policy 2B (Off–System Improvements)

Policy 2B helps local jurisdictions adopt land use and access management policies. The TSP will include sections describing existing and future land use patterns, access management, and implementation measures.

Policy 2D (Public Involvement)

Public involvement in transportation and planning and project development will be a critical part of the TSP process.

Policy 2F (Traffic Safety)

Policy 2F identifies the need for projects in the state to improve safety for all users of the state highway system through engineering, education, enforcement, and emergency services. One component of the TSP is to identify existing crash patterns and rates and to develop strategies to address safety issues. Proposed improvements will aim to reduce the vehicle crash potential and/or improve bicycle and pedestrian safety by providing upgraded facilities that meet current standards.

Under Goal 3: Access Management, the following policies are applicable:

Policy 3A (Classification and Spacing Standards)

Policy 3A sets access spacing standards for driveways and approaches to the state highway system. Action 3A.1 directs access management along state highways based on access management guidelines. Action 3A.2 relates to establishing spacing standards on state highways. Action 3A.3 calls for management of location and spacing of traffic signals along state highways.

ODOT Access Spacing Standards[a] Applicable through Junction City (feet)

Speed (mph)	***≤25***	***30 & 35***	***40 & 45***	***50***	***≥55***
Regional Highway - Urban *(Rural if different)*	350 *(450)*	425 *(600)*	750	830	990
District Highway – Urban *(Rural if different)*	350 *(400)*	350 *(400)*	500	550	700

[a] ODOT access management spacing standards obtained from July 2006 versions of Table 14 and 15.

The TSP will include access management policies and standards for state highways as well as identifying recommended traffic signal spacing.

Under Goal 4: the following policies are applicable:

Policy 4B, Action 4B.4

Action 4B.4 requires that highway projects encourage the use of alternative passenger modes to reduce local trips.

The TSP will address ways to encourage the use of alternative passenger modes to reduce trips on highways and other facilities. This would include improvement to bicycle and pedestrian facilities and supporting transit use in the community.

Oregon Bicycle and Pedestrian Plan (1995)

The provision of safe and accessible bicycling and walking facilities in an effort to encourage increased levels of bicycling and walking is the goal of the Oregon Bicycle and Pedestrian Plan, which is an element of the Oregon Transportation Plan (OTP) that was most recently adopted in September 2006. The Plan provides actions that will assist local jurisdictions in understanding the principals and policies that ODOT follows in providing bike and walkways along state highways. In order to reach the plan's objectives, the strategies for system design are outlined, including:

- Providing bikeway and walkway systems and integrating with other transportation systems
- Providing a safe and accessible biking and walking environment
- Developing educational programs that improve bicycle and pedestrian safety

The document includes the Policy & Action Plan and the Bikeway & Walkway Planning Design, Maintenance & Safety. The Policy & Action Plan contains background information, legal mandates and current conditions, goals, actions and implementation strategies ODOT proposes to improve bicycle and pedestrian transportation. The Bikeway & Walkway Planning Design, Maintenance & Safety section assists ODOT, cities and counties in designing, constructing and maintaining pedestrian and bicycle facilities. Design standards are recommended and information on safety is provided.

The Junction City TSP will implement the design standards from the Oregon Bicycle and Pedestrian Plan for all bicycling and pedestrian facilities on state highways located in Junction City. The recommendations in this Plan will be considered as "best practices" for potential applications on city facilities as well.

Oregon Public Transportation Plan (1997)

The Oregon Public Transportation Plan identifies goals, policies, and strategies for implementing the public transportation system envisioned in the OTP. The plan describes the roles and responsibilities of key players, provides a financial investment strategy and identifies both short and long-term implementation steps. The plan provides minimum levels of service standards for public transportation operations. These criteria

include peak and off-peak frequencies, vehicle maintenance programs and replacement schedules, intermodal connections and ridesharing. Through the TSP update process, the Public Transportation Plan will help to guide coordination between the various agencies aiming to assist Lane Transit District's efforts to improve public transportation services for Junction City.

Oregon Aviation Plan (2000)

The Oregon Aviation Plan establishes five categories of airports based in their functional roles and provides a statewide perspective relating to airport planning decisions while further refining the goals and policies of the OTP. The Plan provides both forecasts and inventories for the public access airports in the state, with key issues being that:

- Local governments own most airports.
- The federal government owns most of the navigational system.
- The FFA determines funding levels and prioritization of expenditures.

The Plan identifies over 70 core system public use airports in the state of Oregon (there are 97 total public use airports in the state). Eugene – Mahlon Sweet Field Airport, located on OR 99 a few miles south of Junction City, is classified as a Category 1– Commercial Service Airport, used to accommodate scheduled major/national or regional/commuter commercial air carrier service. Although the Junction City TSP update will not have direct influence on the airport, the relevant findings and suggestions from the Oregon Aviation Plan will be considered in any potential projects that could affect access to the airport.

Oregon Rail Plan (2001)

The Oregon Rail Plan is a comprehensive assessment of the state's rail planning, freight rail, and passenger rail systems (not including light rail or other rail transit type services). It documents and describes various federal and state rail planning requirements and highlights specific goals and policies. It also reviews the development of the state freight and passenger rail systems and identifies needed improvements including projected costs, revenues and investment needs.

The Rail Plan identifies two rail lines through Junction City: the Union Pacific (UP) and Oregon Electric (OE) Railway lines. The UP main line dominates traffic movements with over 30 million gross tons (in 1999). The UP main line is in Federal Railroad Administration (FRA) Class 4 condition with no weight or dimensional restrictions. The OE line (formerly owned by BNSF) was identified as carrying approximately one to five million gross tons a year and is primarily FRA Class 3 in Junction City.

The Rail Plan establishes a system of integration between freight and passenger elements into the land use and transportation planning processes and calls for cooperation between state, regional and local jurisdictions in completing the plan. The plan identifies that any roadwork (including sidewalks or other pathways) within 500 feet of railroad track be pursued with consultation of ODOT Rail Division and reinforces ODOT Rail Division authority over private and public crossings along the UP mainline. The Rail Plan includes

a policy that there be no new at-grade public or private crossings on the UP line, and that efforts be made to close unnecessary crossings or provide grade separations. The process and requirements for modifying or constructing rail crossings is outlined. The Junction City TSP update will incorporate the recommendations of the Oregon Rail Plan, as well as consider the implications of recommendations to other modal projects in the City.

Portland to Eugene Intercity Passenger Rail Assessment (2010)

The Portland to Eugene Intercity Passenger Rail Assessment is one of a series of studies conducted as part of the 2010 Oregon Rail Study. These studies analyze and assess rail systems in Oregon and are intended to serve as a basis for updating the Oregon Rail Plan as well as to contribute to other state, regional and local planning efforts.

Previous state planning efforts have repeatedly found that, to meet expected population growth in the region, the Willamette Valley section of the Pacific Northwest Rail Corridor (PNWRC - between Vancouver, Canada and Eugene) should be developed for expanded and improved intercity passenger rail service. The Portland to Eugene section has also been federally designated as a High Speed Rail corridor. The Passenger Rail Assessment identifies (draft) service goals for the corridor, including improved reliability, frequency, and travel time for passenger travel, without negative impacts to freight operations.

The Union Pacific (UP) and the Oregon Electric (OE) alignments are the two existing rail lines through Junction City. The UP mainline currently has AMTRAK passenger rail service. The Passenger Rail Assessment analyzes current and future conditions for the two existing rail lines to determine feasibility for hosting future passenger rail service to meet the identified goals. The study identifies potential rail improvements, including cost estimates, for upgrading either of the existing lines to accommodate targeted service levels.

The study concluded that shifting passenger rail traffic between Portland and Eugene to OE rail line had the potential to provide better service at lower cost. However, the study does identify Junction City as a section of the corridor with challenges in terms of right-of-way constraints and commercial and residential uses in close proximity to the existing track. These challenges would need to be addressed and mitigated for the proposal to move forward. The study identifies 'alternative segment' alignment options for further consideration, including maintaining service on the UP line between Junction City and Eugene.

The Junction City TSP update will consider the findings of the Passenger Rail Assessment in developing modal plans and policies for Junction City. Any proposed TSP update projects that could potentially impact future use of either rail line will need to be coordinated with ODOT Rail division and the rail line operators.

Oregon ITS Strategic Plan (1998)

The Oregon Intelligent Transportation Systems (ITS) Strategic Plan provides a vision and strategy to implementing advanced communications and other technological systems to

enhance transportation mobility, accessibility, efficiency, and safety for transportation systems in Oregon. The plan identifies and quantifies potential benefits from ITS including costs savings and improvements to travel times, vehicle emissions, accident rates and other measures of effectiveness. A step-by-step implementation plan for ITS by region includes projects, cost estimates, timeframe, and suggests strategic partnerships between public agencies as well as public/private cooperation.

ODOT Sustainability Plan (2004 amended 2010)

The ODOT Sustainability Plan provides describes ODOT's ongoing environmental and sustainability efforts. The Plan documents the context for considering sustainability and introduces focus areas to incorporate sustainability into agency operations and transportation system-related activities. The three main actions of the 2004 Plan are:

- Renew the vision of a balanced, multimodal transportation system that includes sustainability considerations in the latest OTP.
- Implement the State Bridge Delivery Program construction projects in a sustainable manner.
- Develop an ODOT maintenance yard Environmental Management System.

ODOT began updating its Sustainability Plan in 2008 with the first of three volumes. Volume 1 identifies the context and vision for the plan including sustainability goals and strategies. Volume 2 sets goals and identifies strategies and performance measures to achieve ODOT's internal operations. Volume 3 (not completed at this time) will identify goals and strategies for the statewide transportation system operations and management. The seven focus areas for the updated Sustainability Plan are:

- Health and Safety
- Social Responsibility/ Workforce Well-Being and Development
- Environmental Stewardship
- Land Use and Infrastructure
- Energy/ Fuel Use and Climate Change
- Material Resource Flows
- Economic Health

The Junction City TSP update will consider ODOTs sustainability-related goals, policies and actions in developing modal plans and policies for Junction City.

Oregon Transportation Safety Action Plan (2004)

The Oregon Transportation Safety Action Plan provides a vision for improving safety on the Oregon transportation system. The Safety Action Plan is one of several more specific plans that further define the goals and actions of the OTP. The Plan provides analysis of crashes and identifies actions and strategies to improve the system. Of 69 total actions, nine are identified as highest priority:

- Traffic law enforcement strategy
- Traffic law enforcement training

- Judicial training
- Transportation safety public information/education program
- Expand driver education
- Improve ODOT resource allocation to highest priority safety needs
- Develop effective and integrated EMS system
- Revise driving under the influence of intoxicants statutes
- Continue public education efforts aimed at proper use of seat belt and child restraint systems

Transportation Planning Rule (OAR 660-012) (Amended through 2006)

The Transportation Planning Rule (TPR) implements Oregon Statewide Planning Goal 12, which supports transportation facilities and systems that are safe, efficient, and cost-effective and are designed to reduce automobile reliance. The objective of the TPR is to reduce air pollution, congestion, and other livability problems, and to maximize investments made in the transportation system.

660-012-0020 – Elements of Transportation System Plans
All jurisdictions in Oregon must prepare a TSP unless exempted by the Director of the Department of Land Conservation and Development (DLCD). Section –0020 of the TPR specifies what is required in a TSP, and the following elements apply to Junction City:

- Inventory and assessment of existing conditions
- Forecasts of transportation needs
- Road system plan
- Public transportation plan
- Bicycle and pedestrian plan
- Air, rail, water, and pipeline plans as applicable
- Transportation system and demand management plans
- Financing program
- Implementing policies and land use regulations

660-012-0035 – Evaluation and Selection of Transportation System Alternatives
Section –0035 describes standards and alternatives available to agencies weighing and selecting transportation projects, including benefits to different modes, land use alternatives, and environmental and economic impacts.

660-012-0045 – Implementation of the Transportation System Plan
The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions." This policy is achieved through a variety of measures, including:

- Access control measures that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

- Standards to protect future operations of roads;
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;
- A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads; and
- Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP. (See also OAR 660-012-0060.)

The TPR does not regulate access management. ODOT adopted OAR 734, Division 51, to address access management.

660-012-0050 – Transportation Project Development
Section –0050 requires that transportation projects be reviewed for compliance with local and regional plans and, when applicable, undergo a NEPA environmental review process.

660-012-0060 – Plan and Land Use Regulation Amendments
Amendments made to Section –0060 in 2005 are among the most significant changes that have been made to the TPR since the last update of the City's TSP. The amendments instruct local jurisdictions how to determine whether an amendment to its adopted plans or land use regulations has a significant affect on a transportation facility.

Section –0060 specifies a category of facilities, improvements, and services that can be assumed to be "in-place" or committed and available to provide transportation capacity over a 20-year planning horizon. The TPR guides local jurisdictions in determining what transportation improvements are "reasonably likely to be provided by the end of the planning period" when considering amendments to local plans and land use regulations.

ODOT Access Management Rule (OAR 734-051, SB 1024, and SB 264)

The intention of ODOT's Access Management Rule is to balance the safety and mobility needs of travelers along state highways with the access needs of property and business owners. ODOT's rule sets guidelines for managing access to the state's highway facilities in order to maintain highway function, operations, safety, and the preservation of public investment consistent with the policies of the 1999 Oregon Highway Plan. Access management rules allow ODOT to control the issuing of permits for access to state highways, state highway rights of way and other properties under the State's jurisdiction.

In addition, the ability to close existing approaches, set spacing standards and establish a formal appeals process in relation to access issues is identified. These rules enable the State to set policy and direct location and spacing of intersections and approaches on state highways, ensuring the relevance of the functional classification system and preserving the efficient operation of state routes.

ODOT applies access spacing standards to all state highways within the Junction City UGB. The standards vary depending on the roadway classification, posted speeds, and surrounding land uses. These standards will be used in the TSP to analyze the current access conditions, determine existing deficiencies, and provide direction for establishing a connectivity plan.

Senate Bill 1024 was passed in 2010. It revised access management rules in order to better support economic development. The bill more clearly defined the criteria and standards for granting access via direct highway approaches, changed the thresholds within which existing permits may remain valid, and required the department to establish less stringent regulations for highways with 5,000 vehicles per day or fewer.

Senate Bill 264 was recently passed in the summer of 2011. It in part responds to requirements established by Senate Bill 1024 and is leading to further changes in ODOT's access management regulations, lessening requirements for highways in urban areas, of lower classification, and of lower volume and speed. The changes will take effect on January 1, 2012. Key areas being modified include:

- Determination of "reasonable access" to property
- Shorter access spacing standards for low volume and urban highways
- Shorter access spacing standards for highways of lower classification
- Clarification of limits and types of issues requiring mitigation
- Makes non-traversable medians the "last resort", requiring all other mitigation measures to be considered first
- Simplifies permit approval criteria
- Lowers the cost for applicants

ORS 366.215 Guidance Document

Through ORS 366.215, State law mandates that there be no reduction of vehicle-carrying capacity (RVC) on identified freight routes. RVC may occur when altering, relocating, changing or realigning a state highway. RVC includes any reduction to usable highway width or lane narrowing. The guidelines apply to all projects in development, maintenance, and planning, including Transportation System Plans. The guidelines identify the proper communications, coordination, and process that should occur when considering a project on an applicable RVC route. The law is applicable to OR 99, OR 99E and OR 99W through Junction City.